

Transportation Working Group Recommendations - Full List

ID#	Recommendation	Eco n Ben efit s	Env iro Ben efit s	Hea lth Ben efit s	Soc ial Ben efit s	Lev el of Effo rt	Ben efit Rel ativ e to Cos	Tim efra me (Sh ort, Me	Overlap with Work Groups	Work ing Grou p Vote s	Meeti ng 5 Vote s	Potential Indicators	Responsible Agencies or Partners	Types of Action Needed (policy, legislation, funding, community support)	Comments
	CONSOLIDATED TRANSPORTATION GOALS AND SUPPORTING RECOMMENDATIONS														
	GOAL: Decrease reliance on cars											-- increase in number of transit riders -- decrease in number of trips made by car -- decrease in VMT -- changes in mode share			
10	Eliminate free commuter parking (either as employee benefits or otherwise)	H	H	H	H	H	H	M	Green Economy	8	33	Reduced SOV mode share. Reduced VMT. Reduced lane- miles of congestion	DC Council, DCRA, Office of Tax and Revenue	Regulation, change in tax code	Tax goes to support public transit. How do you involve Corporation X? California law - "parking cash out" - employees of companies that provide parking benefits can either take the parking space or the cash value of the space (sales tax on a "free parking space"). DC is a non- attainment area for air pollution. DC Clean Air Compliance Fee Act: passed in 1995, never implemented due to threats from Congress, repealed by Congress in 1997. No reason not to take multiple actions. Federal Clean Air Act has a waiver of sovereign immunity - feds have to comply with local/state regulations (could be a way to gain support/be able to enforce Clean Air Compliance Fee Act) - could be a quick win. DC have 30,000-40,000 off-street (?) parking spots.
7	Internalize the cost of parking through the creation of performance parking districts and dedicated revenues to transit	M	L	L	M	L	H	S	Green Economy	10	13		DC Council, DDOT	Legislation	Council creates performance-based parking legislation. DDOT implements.

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111	Institute a commuter/congestion charge for automobiles that is mileage based	H	H	H	H	H	H	M	Green Economy	0	12		DDOT, Regional Transportation Partners (COG/TPB, MDOT, VDOT) DC Council	Legislation, transponders in cars (there are ways to overcome the big privacy issue)	Big issue is politics: in the DC Home Rule Charter commuter tax prohibition - "there shall be no income tax imposed on non-resident workers" (as compared to NY-NJ where NJ residents who work in NY pay income tax in NY (place of work), which is deducted from what they owe in NJ (place of residence)). Toll road is technically not an income tax. MWCOG is studying regional system of toll-based roads with MD and VA. Sweden/London have congestion charge mechanism on city streets. Could build the technology into existing speed cameras/traffic lights. Technology in fine. Has to be a regional project - need cooperation for political win. Could try congestion pricing downtown (pilot areas). Fast to make region-wide. Needs political win. To make it mileage-based is longer term (?). Climate too = congestion changing downtown DC revnue for mass transit - electronic easy pass system for high congetions aras in DC
20	Encourage businesses to provide cycling incentives, including local tax credits for the construction of showers and locker facilities or the implementation of the federal transportation credits for biking								Green Economy	2	12		DC Council, OTR, DGS	Legislation, partnership with DGS for DC-owned buildings	Political win. Arlington County does it. Overlap with LEED compliance standards. DGS could do it for DC-ownder buildings - would not require legislation.
	<b>GOAL: Incorporate transit in strategic economic development planning</b>											-- Increase in number of transit riders -- increase in number of jobs near transit -- X% of households and Y% of jobs within XX miles of transit -- decrease in number of vacant/abandoned lots/buildings -- increase in square feet of office space near Metro -- increase in transit-oriented development (Note: keep indicators towards people) -- Increase in density as measured by % of zoning envelope that is developed.			
2	Transform the property tax into a value capture user fee by reducing the tax rate on buildings and increasing the tax rate on land values	H	H	H	H	H	H	M	Green Economy	13	20		OCFO, Office of Tax and Revenue, DC Council, OP	Legislation	May not require legislation. OP to look at zoning. Meet with community. Change in tax strucure should coincide with reduction or elimination of parking minimums

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37	Coordinate land use with transit through zoning modifications (increased density/flexibility, reductions in parking requirements, creation of TDR zones, increased allowable heights) to maximize the economic development outcomes of transit investments	H	H	H	H	M	H		Built Environmen t	1			OP, NCPC, GSA	Regulation	GSA controls 30% of commercial buildings in downtown core.
11	Increase funding for transit through enhanced revenues, such as advertising and marketing revenues, and secure funding streams for all modes of transportation	L	L	L	L	L	L			8			WMATA, DDOT	Administrative	Ambitious goal. Ads in DC bus shelters are not WMATA but DDOT. Revenues from advertising in the bus shelters go to Clear Channel (under 20-year contract) to build/maintain/replace bus shelters, support way-finding. Charge on street (?)
	<b>GOAL: Decrease pollution and greenhouse gas emissions</b>											-- Decrease in number of days air pollution is above XX threshold -- Decrease in VMT/GHG Emissions in absolute terms and in rates -- Improved air quality conformity outlook			
1	Decrease the use of fossil fuels and make all XX% of DC's municipal fleet and transit vehicles use alternative fuels; use municipal model to encourage commercial and freight fleets to adopt similar policies	H	M	L	H	M	M	M	Green Economy, Energy	14	23		DPW, EOM, DC Council, WMATA, DDOT	Executive Order, enforce existing policies, legislation	Reduced "Code Red" days as indicator. DPW maintains DC fleet. Lead by example. Publicize savings from reduced fuel usage. Federal-level tax credits. What about Metro buses? 1/3 of DC residents do not own a car. Have higher registration/fuel fees for low-efficiency vehicles - equity issue because people may not have the resources to upgrade their car. Consider higher fees for vehicles that are both low-gas-mileage and fairly new, to address equity issue.
40	XX% taxicabs are non-polluting vehicles (or low-emission)									1			DC Council, DC Taxicab Commission	Legislation	Potential equity and political issue for taxi owners and operators. Incentives may be needed to make upgrades more affordable
	<b>GOAL: Improve system efficiency for all users</b>											-- Increase in number of transit riders -- Improved user data -- decrease in travel time (transit/bicycles/cars) - were able to measure this with WABA volunteers -- increase in travel time predictability/consistency -- Decrease in total estimated household transportation cost -- Decreased fuel use relative to tons of freight movement			People want predictability for when they are planning their trips.
5	Better bicycling/pedestrian connectivity and coordination through a connected, citywide bike network									11	62		DDOT	Funding, community buy-in	Requires better, more comprehensive thinking/strategic perspective.

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3	Dedicated bus and streetcar lanes with strict enforcement	M	M	H	H	H	H	M	Green Economy	13	23		DDOT, MPD, DPW, WMATA	Funding	Enforcement? Accelerated timeline.
4	Improve management of freight operations, including shifting delivery times, routing, loading zone design and enforcement of their use.	H	M	L	L	L	H	M		11	12		DDOT	Funding, policy, incentives, regulatory changes to improve freight managements	
6	Include bike and pedestrian use in all transportation planning through data collection on bike/pedestrian and facilities that support bike and pedestrian needs									10	23		DDOT	Administrative, funding	Get it done!
12	Establish a balanced and coordinated governance system for all transit options in the region and create a single point/method of payment for Metrorail, Metrobus, Circulator, Streetcar, and CaBi	M	M	M	M	L	M	S	Green Economy	8	14		DC Council, WMATA, Regional transit partners (DDOT, MDOT, VDOT, TPB)	Legislation, administrative action, policy and technical parts	Single point of payment already exists with SmarTrip - missing unification of fare structure. Regional issue. Cannot use SmarTrip with existing CaBi stations because CaBi stations are solar powered and only turn on when you stick the key in, as opposed to Metro entrance/exit machines that are powered up all the time. Add payment for other modes of transportation to SmarTrip.
24	Work with tour bus companies to create transit plans for tour groups (drop visitors off at stations outside of DC then tour DC using public transport options)	M	M	M	M	L	M		Built Environment	1	4		DDOT, MPD, DPW, DDOE	Community support - working with stakeholders in the business districts and with the American Bus Association	Downtown DC BID and DDOT are doing a pilot of this around Ford Theater - not allowing buses to come in, making them park in side lot (no idling). Buses can idle for up to 3 minutes (\$1000 fine). If outdoor temperature is below freezing and there are people inside the vehicle, idling is allowed. DDOT needs to create the transit plans. Already incentivized in LEED rating system (Built Environment)
19	Efficient equitable allocation of road space									3	2		DDOT, DMPED, OP	Policy	Improve system efficiency for users. DDOT determines lane width (allocation). Planning and re-examining.
34	Increase employer support for transit with flexible work schedules, telecommuting (especially with federal agencies), and increased transit benefits									1			DCHR, OPM (sets telecommuting policy for federal agencies), NCPD	Policy	Continue and improve. Does promoting telecommuting encourage isolation/limit human interaction? Case-by-case basis. Under the DC telecommuting policy, you must designate the place from which you will always telecommute. 80% of trips are for errands, only 20% of trips are work-related. Issue is workers commuting in single occupancy vehicles. Want to mitigate traffic with telecommuting policy. DC income tax - like education savings (?), North Carolina example.
78	Design streets and sidewalks to be safe and comfortable for bicycling and pedestrian uses									0			DDOT, NPS	Administrative	Similar to allocation of public space.

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79	Include space or consideration of bicycle and pedestrian facilities, including adequate unobstructed space for reasonable use, bike parking and minimization of curb cuts								Built Environmen t	0			DDOT, NPS, Public Service Commission (DC organization)	Administrative, Funding	Subset of ID# 19 above. Telephone poles are owned by the utility companies.
25	Ensure District agencies (including OP, DDOE, DPW, DCPS, DMPED, DGS, DHCD, DOH) incorporate bicycle and pedestrian consideration into project planning	L	L	L	L	L	M			1	6			Executive Order	Mayor could issue several of these Executive Orders with the April release of his Sustainable DC Vision Plan.
	<b>GOAL: Equitable distribution of benefits and impacts of transportation network</b>											-- Increase in number of transit riders -- changes in mode share -- improvements in air quality on a geographic basis (today to 2017) -- decrease in care utilization/registration among households -- increase in number of bikers -- decrease in number of trucks in low-income neighborhoods -- Reduction in non-ADA compliant ramps or streets			
21	Design freight systems and the movement of freight so that disadvantaged or poorly located communities are not negatively affected.	L	M	M	M	H	H			2	3		DDOT	Policy, regulation	
98	Install bike lanes to and through Wards 7 and 8, improving North/South connections and bridge connections to and from.									0	1		DDOT	Administrative, Funding	
	Increase transit service and use, especially in low-income and underserved communities, without increasing the cost to the rider	H	H	H	H	H	H			8	9		DC Council, WMATA Board, MD/VA?	Funding, Administrative	Increase in demand: predicting Obama Inauguration Day-level traffic on a daily basis by 2015. Metro cost \$10 billion to build, but the land around Metro stops increased in value by more than \$10B - should capture this added value from non-riders who benefit from Metro. Local businesses have to contribute to Silver Line construction.
	Make all streets ADA compliant								Built Environmen t	0			DDOT, NPS, Architect of the Capitol	Administrative, funding	Space that is "touched" by government money has to be ADA compliant (have to make determination). Difference between renovation and new construction.

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1	Decrease the use of fossil fuels and make all XX% of DC's municipal fleet use alternative fuels; use municipal model to encourage commercial and freight fleets to adopt similar policies [EFFICIENCY - Don't just limit this to municipal vehicles, but consider other points of leverage as per items #15, #44 and #48]	H	M	L	H	M	M	M	Green Economy, Energy	14	23				
2	Transform the property tax into a value capture user fee by reducing the tax rate on buildings and increasing the tax rate on land values	H	H	H	H	H	H	M	Green Economy	13	20	Reductions in vacant and boarded-up buildings. More development, particularly in high-value locations near transit stations & stops.		Legislation	Change in tax strucure should coincide with reduction or elimination of parking minimums
3	Dedicated bus and streetcar lanes with strict enforcement	M	M	H	H	H	H	M	Green Economy	13	23				
4	Increase efficiency by improved management of freight operations, including shifting delivery times, routing, loading zone design and enforcement of their use - [MANAGEMENT - it's not just for freight. Consider adding in language about resiliency, adaptation. See also #24, 43, 44, 76, and 112]	H	M	L	L	L	H	M		11	12				
5	Better bicycling/pedestrian connectivity and coordination through a connected, citywide bike network									11	62				
6	Bike and pedestrian use is included in all transportation planning metrics through collecting more data on bike/pedestrian usage to improve facilities that support bike and pedestrian needs in transportation infrastructure									10	23				
7	Internalize the cost of parking	M	L	L	M	L	H	S	Green Economy	10	13	85% curbside occupancy & reduced traffic congestion.		Legislation to expand performance-based parking from pilots to citywide	
8	Decrease reliance on cars	H	H	H	H	H	H	L	Built Environment, Climate	9	10				
9	Increasing ridership and usage without increasing the cost to the rider and secure funding streams for all modes of transportation	H	H	H	H	H	H			8	9				
10	Eliminate free commuter parking (either as employee benefits or otherwise)	H	H	H	H	H	H	M	Green Economy	8	33	Reduction in SOV mode share		Legislation. Re-enact the Clean Air Compliance Fee Act of 1994.	
11	Increase funding for transit through enhanced advertising and marketing revenues	L	L	L	L	L	L			8					
12	Single point/method of payment for Metrorail, Metrobus, Circulator, Streetcar, and CaBi – establish a balanced and coordinated governance system for all transit options in region	M	M	M	M	L	M	S	Green Economy	8	14				

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13	A more supportive bike and pedestrian infrastructure and facilities									8	7				
14	Zoning and planning regulations that support District neighborhoods which provide basic amenities (including schools, health care, businesses and residential cores) so that we have bikeable and walkable neighborhoods	M	M	M	H	L	H		Built Environmen t	5	22				
15	Improve efficiency in the movement of freight and shipping - [ EFFICIENCY - for similar sentiments, see items #1, 44, 48]									5	3				
16	Zero traffic fatalities and reduce traffic injuries	H	N/A	H	H	H	H	SM		4					
17	Provide more comprehensive outreach and education for all road and street users, including taxicabs, trucks, pedestrian, bicyclists									3	1				
18	Reduce emissions of particulate matter, oxides of nitrogen, reactive organics, and CO2 by XX% in absolute terms, and by YY% relative to weight and mileage and reduce petroleum used per ton-mile by XX% - [ EMISSIONS - differentiate emissions reduction from improvements in efficiency, as they are not necessarily the same method to achieveing common goals. Can also be applied to all vehicles, not just freight ones. Consider some metric of cost-effectiveness? See also #35, 36, 39, 40, 44, 45, 46]	M	H	H	M	H	H		Energy, Green Economy	3	3				
19	Efficient equitable allocation of road space									3	2				
20	Businesses should be encouraged to provide incentives for their workers to use bikes; this could include local tax credits for the construction of showers and locker facilities or the implementation of the federal transportation credits for biking								Green Economy	2	12				
21	Design freight systems and the movement of freight so that disadvantaged or poorly located communities are not negatively affected - [ EQUITY - social justice and equity was a part of our vision statement. See also # 47]	L	M	M	M	H	H			2	3				
22	Secure on-street parking meter and performance parking district revenue for transit	H	H	H	H	H	H			1	10				
23	Education about safety, convenience, and reliability of transit	L	L	L	L	M	L			1	2				



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24	Work with tour bus companies to create transit plans for tour groups (drop visitors off at stations outside of DC then tour DC using public transport options) - [ MANAGEMENT - could fit into transit or freight given the commercial nature of traffic. See #4]	M	M	M	M	L	M		Built Environment	1	4				
25	Organize District agencies (Office of Planning, District Department of the Environment, Department of Public Works, DC Public Schools, Office of the Deputy Mayor for Planning and Economic Development, Department of General Services, District Department of the Environment, Department of Health, etc.) so that they incorporate bicycle and pedestrian consideration into project planning	L	L	L	L	L	M			1	6				Already incentivized in LEED rating system (Built Environment)
26	More bikeways in the form of bike paths, bike lanes, cycle tracks								Built Environment	1	2				
27	Showers and locker requirements in commercial buildings									1	1				
28	Create an education program that explains the benefits of walking and biking, including lower infrastructure costs, commercial and economic benefits, health-related benefits of physical fitness									1					
29	Create economic disincentives for single occupancy trips through working with large employers									1	3				
30	Work with insurance providers to create policies to accommodate shared cars in neighborhood associations									1					
31	Create incentives for car-pooling through working with employers									1					
32	Cooperate with regional authorities to reduce traffic in and out of the city									1					
33	Lobby federal government for federal standards on fuel efficiency									1					
34	Employers support transit by adopting more flexible work schedules, such as telecommuting (especially with federal agencies)									1					
35	Reduce unnecessary idling by XX% via outreach and enforcement [ See #18 ]	M	H	H	M	L	L			1					
36	Retrofit, repower or replace heavy-duty vehicles are so that they meet 2010 [or more stringent] emission standards: XX% of onroad, XX% of waste collection, XX% of offroad - [ See #18 ]	M	H	H	M	H	H		Energy, Green Economy	1					(Easy-fast) Examine, strengthen, and enforce anti-idling laws

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37	Coordinate land use with transit through zoning modifications (increased density/flexibility, reductions in parking requirements, creation of TDR zones, increased allowable heights) to maximize the economic development outcomes of transit investments	H	H	H	H	M	H		Built Environment	1					
38	Increase number of public parking spots for car shares									1					
39	Decrease number of gross polluters through stringent smog emission standards and inspections - [ See #18 ]									1					
40	XX% taxicabs are non-polluting vehicles (or low-emission) - [ See #18 ]									1					
41	Total speed limit enforcement using new technology, including GPS systems and cameras									1					
42	Reduce congestion in all regional roadways in and out of DC	H	H	M	M	H	H	M	Climate, Green Economy	1					
43	Reduce rate of backups due to double-parked delivery trucks by XX% - [ See #4 ]	M	H	L	L	L	L			0					
44	Minimize environmental impacts of the movement of goods and services - [ worded broadly, see #1, 4, 18, 21 ]									0					
45	Provide incentives for small-business owners and operators to upgrade to cleaner vehicles and keep their livelihoods (taxi for example) - [this rec provides the financial aspect, via the use of incentives, to #18 ]	L	M	M	L	H	M		Green Economy	0					
46	Reduce petroleum used per ton mile by XX% - [ See # 18 ]	H	H	H	H	M	H		Energy, Green Economy	0					
47	Analyze where the burden of freight movement is distributed - [ See #21 ]									0					
48	Support (local) economic vitality and growth - [ See #1 ]									0					
49	Establish Local Improvement Districts to secure funding along designated corridors (tap into value of Federal tenants in private buildings)	H	L	L	L	M	H		Built Environment	0					
50	Secure increased funding in Capital Improvements Plan for future transit funding needs	H	H	H	H	H	H			0					
51	Capitalize on potential federal funding opportunities	H	H	M	M	H	M			0					
52	Enhance preventative maintenance on existing infrastructure to minimize requirements for large capital outlays and extend life of existing assets	H	H	L	H	H	H			0					

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53	Capitalize on private infrastructure investments and projects (planning for future alignments, installation of below-grade infrastructure, etc)	L	L	L	L	M	L		Built Environmen t	0					
54	Promote employee transit benefit programs through corporate tax incentives	L	L	L	L	M	L			0					
55	Careful and coordinated planning for all modes of transit that maximizes the function, utility, equity, and economy of the transit investment	H	H	H	H	M	H			0					
56	Encourage mixed-use development hubs near existing and planned transit infrastructure	M	M	L	M	M	M		Built Environmen t	0					Transportation encourage use of electric cars by providing charging stations - powered by green energy available to all
57	Look for ways to enhance metro's utility within the existing framework and infrastructure (ex. modifications to Blue and Orange line routes)	H	H	H	H	H	H			0					
58	Focus transit investment in underserved and developing neighborhoods	H	H	H	H	H	H			0					
59	Evaluate infill Metro stations and expansion based on projected future growth areas	H	H	H	H	H	H		Built Environmen t	0					Better bus service - hi frequency, good signage - expand transit network
60	Make transit the ideal choice and the easiest option	H	H	H	H	H	H			0					
61	Dedicate revenue from associated tickets to transit	H	H	H	H	H	H			0					
62	Increased public outreach and education	L	L	L	L	M	L			0					
63	Make people aware of existing and new services that are available	L	L	L	L	M	L			0					Educate motorists and cycleists about bike laws in the District
64	Increased social marketing to make transit "hip" (help dispel the stigma of the bus)	L	L	L	L	L	L			0					
65	Promote personal health aspects of transit use	L	L	L	L	L	L			0					
66	Increase outreach and education to youth to make life-time transit users	M	M	M	M	M	M			0					
67	Provide increased/enhanced Wi-Fi access and cell service on transit	M	L	L	H	L	M			0					
68	Embrace technology and apps to make transit more convenient (host an app development contest for Metrobus, Circulator, Metrorail, etc.)	H	L	L	H	L	H			0					
69	Install real time monitors at Metrobus and Circulator stations (future Streetcar also)	H	L	L	H	L	H			0					
70	Better signage and location information at Metrorail stations and on Metrobus to help ensure that passengers are aware of where they are and do not miss their stop	H	L	L	M	M	M			0					

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71	Enhanced wayfinding for the surrounding area within Metrorail stations	H	L	L	M	L	M		Built Environment	0					Better signage/maps at bus stops
72	Encourage new transit riders through education and promotion (“1/2 price Thursdays”, “First Friday Free”)	H	H	H	H	L	H			0					
73	Increase farecard purchase options (Monthly and Annual passes) and locations (including adding fare online and automatically adding fare, similar to EZ Pass)	M	L	L	L	L	M			0					
74	Evaluate zone fare structure to simplify pricing of Metrorail	M	L	L	L	L	M			0					
75	Ensure reliable and accessible public transportation for all areas of the District	H	H	H	M	M	H	H		0					
76	Prepare plans for operating in extreme weather conditions - [ See #4, management. This can apply to all types of traffic as well, not just freight ]	M	L	L	L	L	L			0					
77	Create walkable and bikeable District neighborhoods	H	H	H	H	M	H			0					
78	Streets and sidewalks should be designed to be safe and comfortable for bicycling and pedestrian uses									0					
79	Streets and sidewalks should include space or consideration of bicycle and pedestrian facilities including bike parking and curb cuts; they should be of adequate width to allow for reasonable use without obstacles (telephone polls, mailboxes, etc)								Built Environment	0					
80	Street design should be ADA compliant, which would also make it more suitable for bicyclists and pedestrians								Built Environment	0					
81	Effective ‘people scale’ street lighting								Built Environment	0					
82	Eliminate reversible driving lanes during rush hour									0					
83	Improve crosswalk design									0					
84	More data on actual bicycle/pedestrian usage to improve facilities									0	1				
85	Better accommodation of bicycle and pedestrian needs at intersections and on streets									0					
86	Increase bicycling / walking mode share by 5 percent a year									0					
87	Emergency support facilities and services, such as ride home, road side pumps and first aid stations									0					
88	Safe, secure bike parking such as at Union Station									0					

### Transportation Working Group Recommendations - Full List

ID#	Recommendation	Eco n Ben efit s	Env iro Ben efit s	Hea lth Ben efit s	Soc ial Ben efit s	Lev el of Effo rt	Ben efit Rel ative to Cos	Tim efra me (Sh ort, Me	Overlap with Work Groups	Work ing Grou p Vote s	Meet ing 5 Vote s	Potential Indicators	Responsible Agencies or Partners	Types of Action Needed (policy, legislation, funding, community support)	Comments
89	Better bike access/parking at Metrorail stations									0					
90	Reducing motorist speeds by reintroducing congestion-based rates for parking during rush hour on major streets									0					
91	Creating a speed grade system for streets with heavier, faster traffic									0					
92	Better bike/trail signage									0					
93	Install more bike lanes on N/S and E/W corridors									0	1				
94	Create bike and pedestrian access on East Capitol St									0					
95	Expand Benning Road over the freight railroad and Anacostia Freeway									0					
96	Create pedestrian access along or across Route 50 (New York Avenue NE) as it passes over the Anacostia River									0	1				
97	Improve pedestrian crossings on Sousa Bridge (Pennsylvania Avenue SE) near freeway entrances and exits									0					
98	Install bike lanes to and through Wards 7 and 8, improving North/South connections and bridge connections to and from									0	1				
99	Traffic on certain major streets restrict reasonable crossing distances and road speeds for bikes and pedestrian especially where roads cross into other jurisdictions; District should work with other jurisdictions/entities to promote traffic calming and construction of sidewalks, bikeways and trails across these borders									0					
100	Create employer participation incentives									0					
101	Increase the 'live near your work' incentives, increase density and plan more TOD development								Built Environment	0					
102	Decrease pollution	H	H	H	H	H	H	SM	Climate, Water	0					Great overall goal - can be addressed through zoning (Built Environment)
103	Rational evaluation and overhaul of speed limits using cameras and road sensors									0					
104	Increase traffic calming in shared roadway spaces through hardscape improvements									0					
105	Adopt the use self-driving cars (could also address congestion)									0					
106	Market rate parking everywhere									0					
107	Reduce parking subsidies									0					
108	Fair price for curbside parking permits – residential zone permits that allow multiple permits per household									0	1				
109	Metered parking consistent with parking garages at fair market rates									0					

## Transportation Working Group Recommendations - Full List

[illegible]